

# Southern California TRACON

## Optimized Descent

Presentation to: CDA Workshop, GA Tech, Atlanta, GA  
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Date: September 7, 2006



Federal Aviation  
Administration



## CDA in Process

- CIVET FIVE Crossing Altitudes Calculated
- New STAR in Process
  - 32 routes modified for TEC N
  - New STAR at ONT
  - Coordination with 27 towers, 4 radar facilities
- Optimized Descent RNAV Arrival Published at LGB
- Procedure Testing at LGB

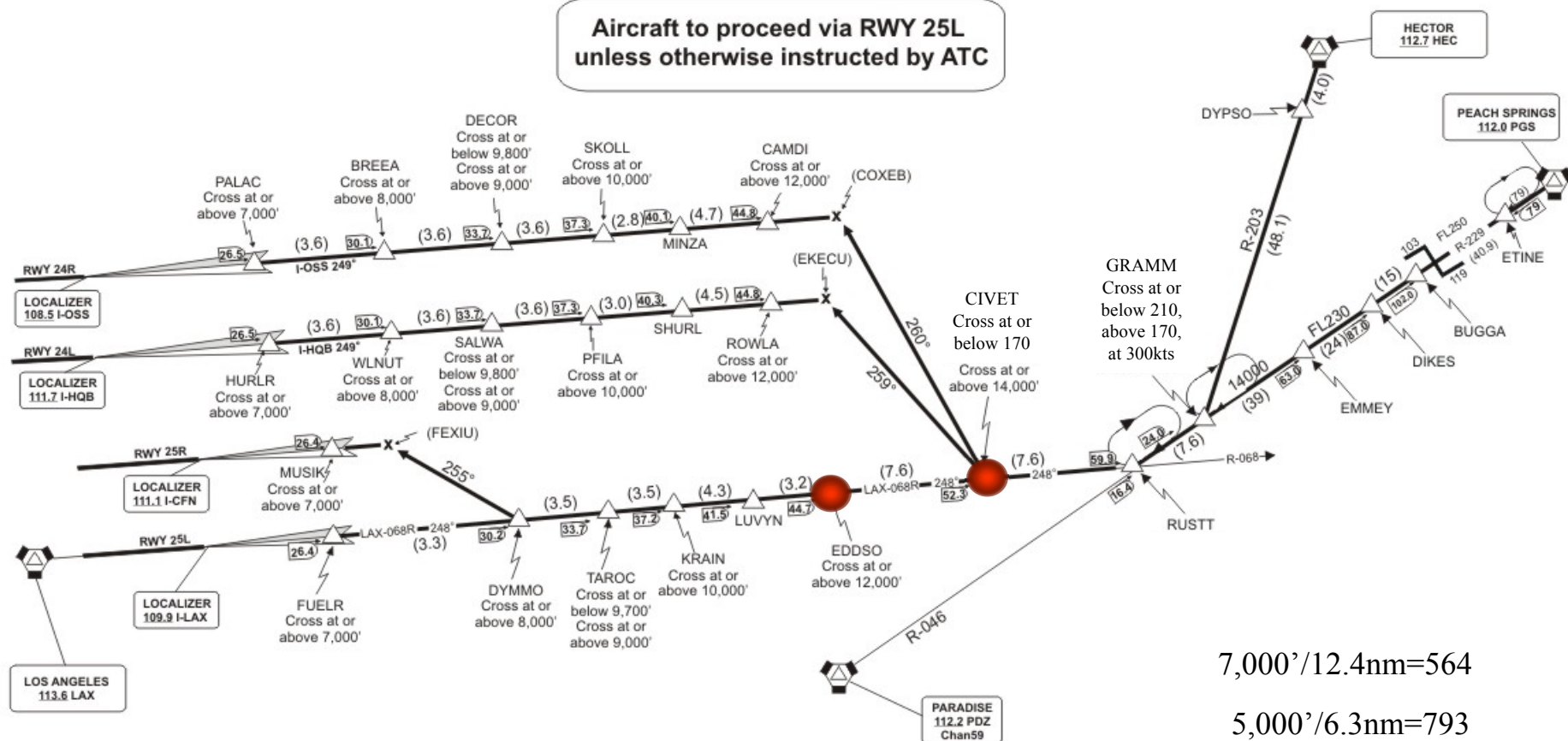


# CIVET FIVE ARRIVAL

9/05/2006

NOTE: DME and RADAR required.

Aircraft to proceed via RWY 25L  
unless otherwise instructed by ATC



$$7,000' / 12.4 \text{ nm} = 564$$

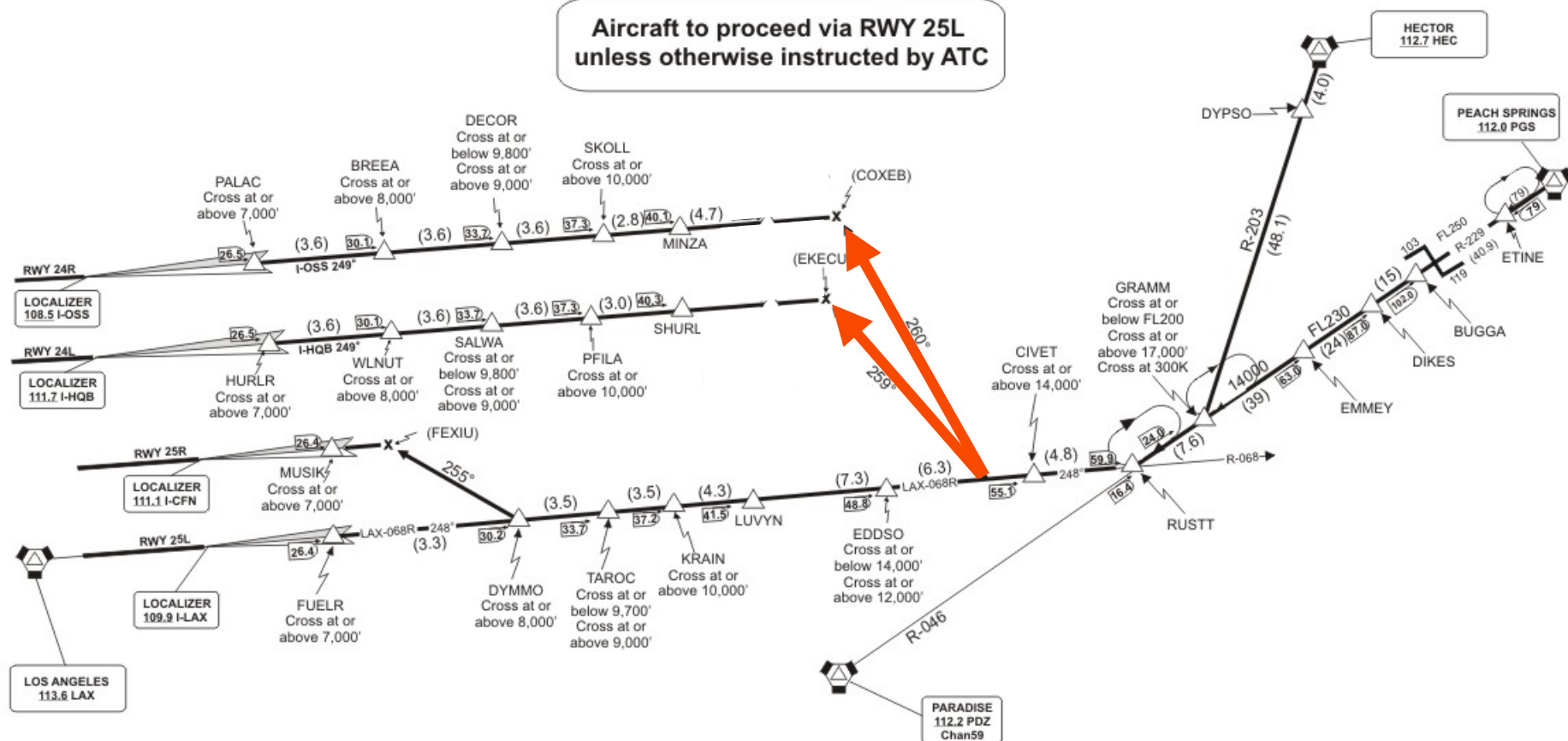
$$5,000' / 6.3 \text{ nm} = 793$$

# CIVET SIX ARRIVAL

9/05/2006

NOTE: DME and RADAR required.

Aircraft to proceed via RWY 25L  
unless otherwise instructed by ATC

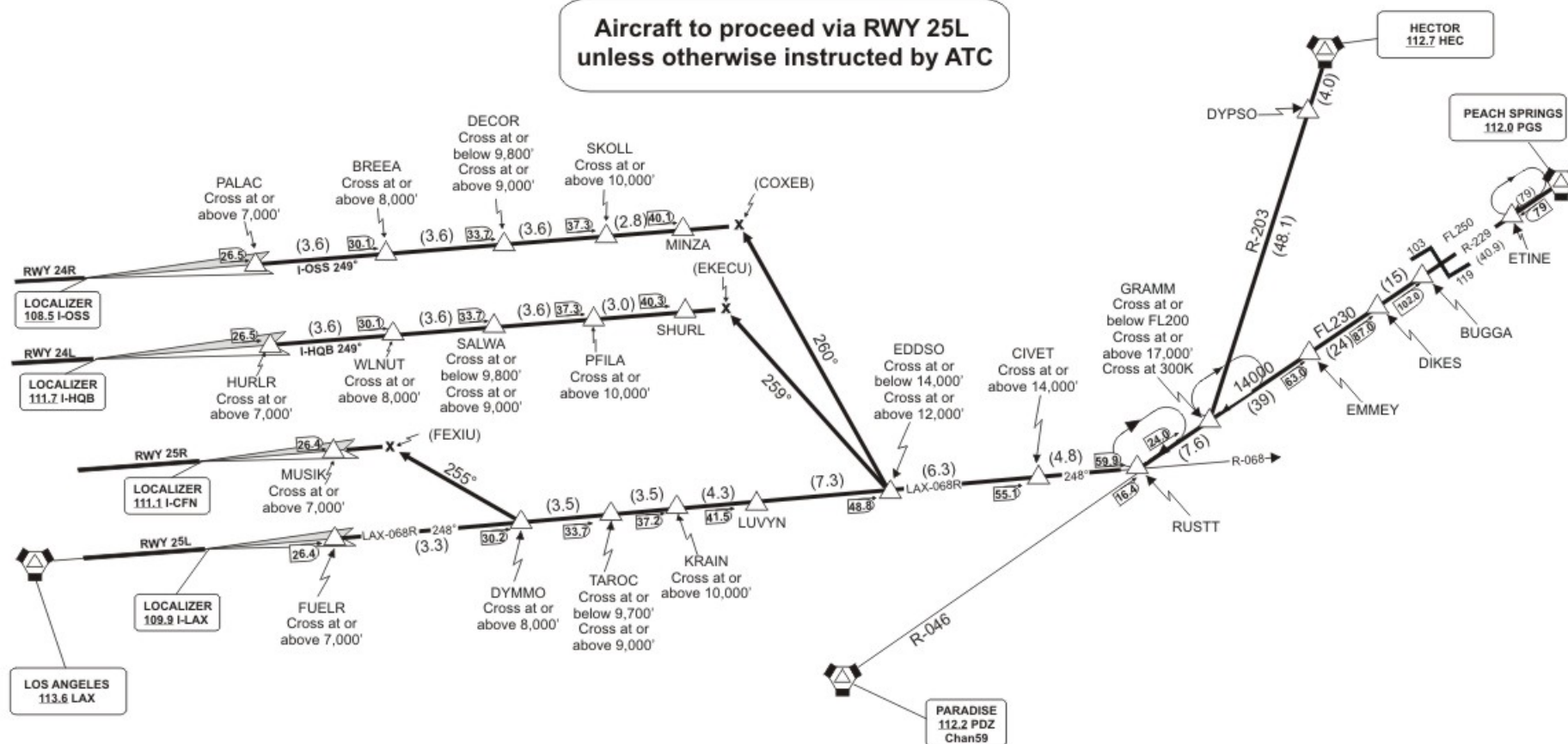


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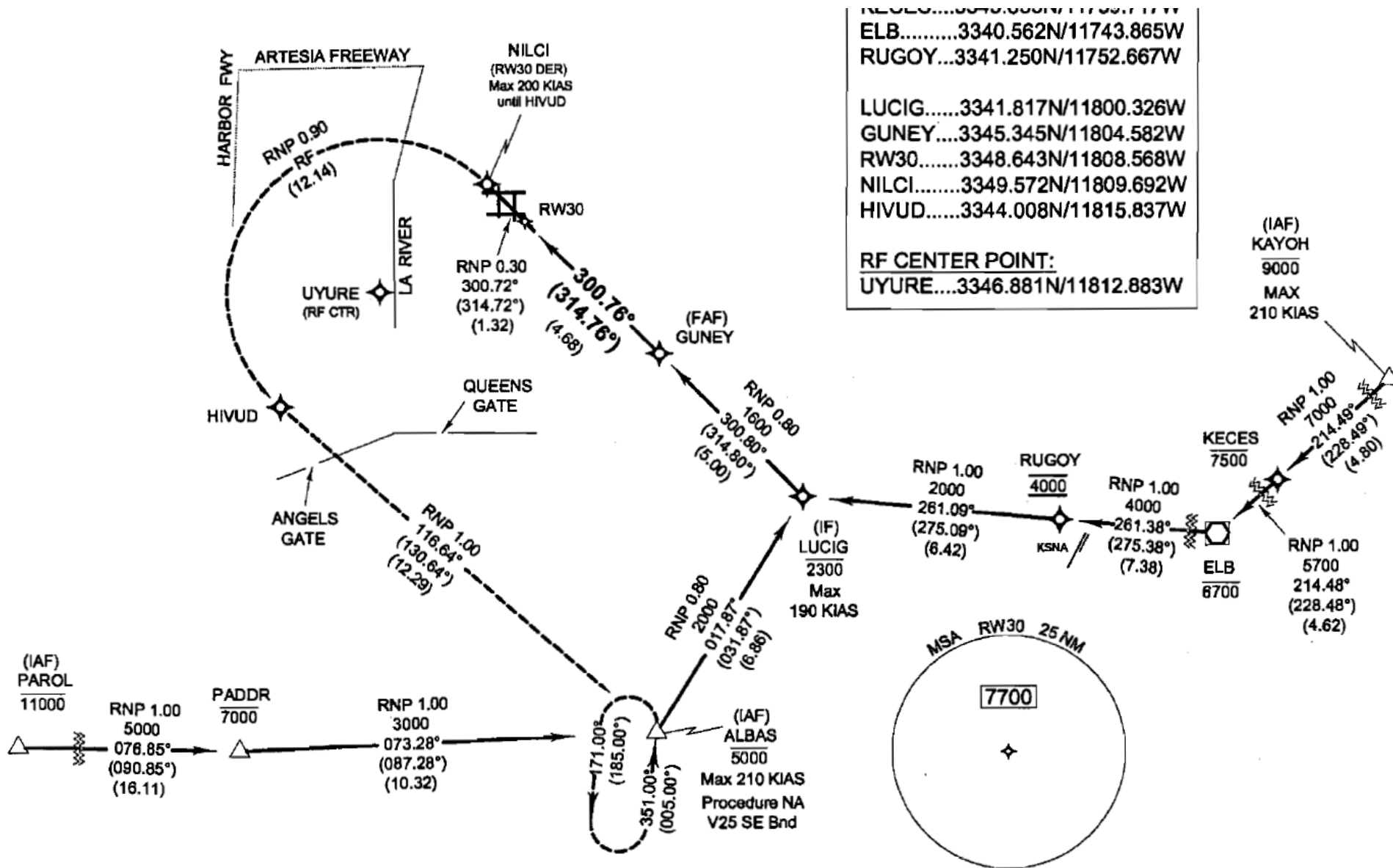


# LGB Optimized Descent

- LGB RNAV (RNP) Y RWY 30 designed for CDA
- JBU August 19<sup>th</sup> test







# LGB RNAV (RNP) Y RWY 30 Descent Calculations

Segment	Minimum ft/nm	Maximum ft/nm
KAYOH - KECES	104.17	416.67
KECES - ELB	64.94	389.61
ELB - RUGOY	230.35	365.85
RUGOY - LUCIG	264.80	311.53
LUCIG - GUNEY	80.00	140.00

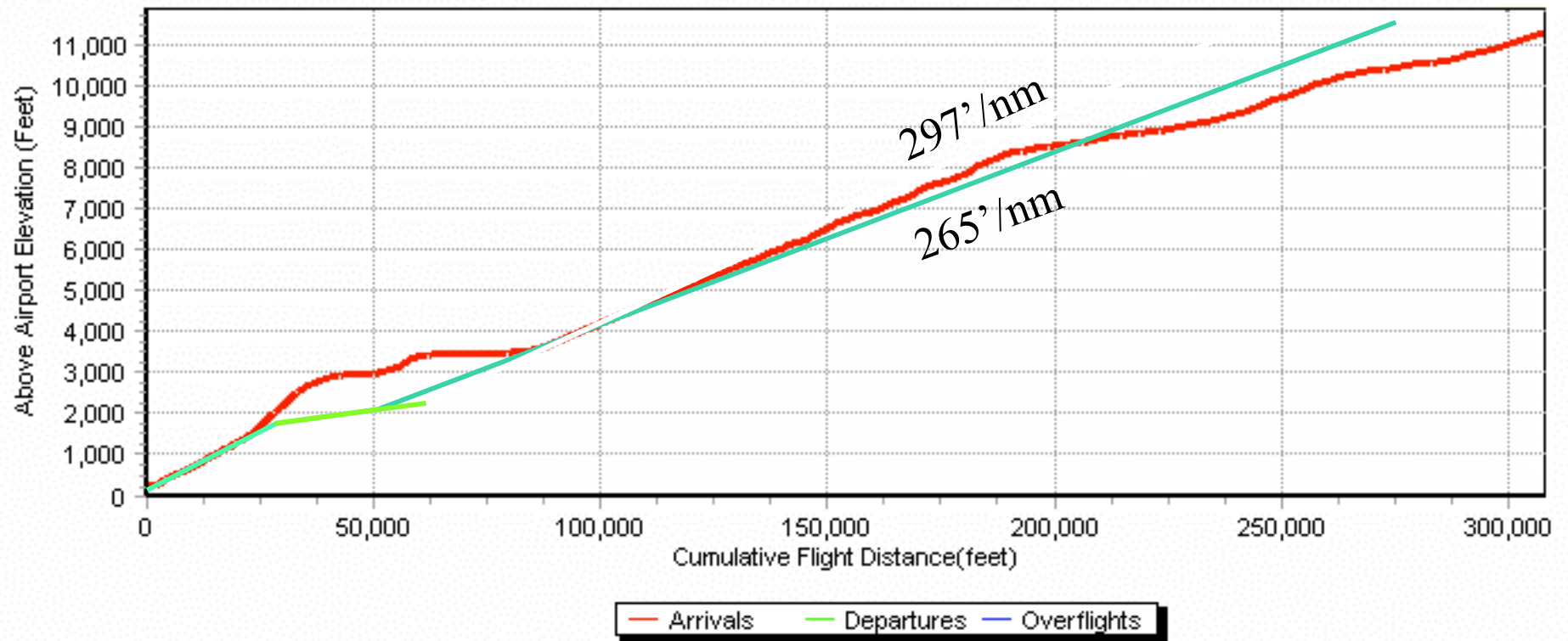
## CDA Potential at 2.5 degree descent angle (265.12 ft/nm)

Cross Fix	Minimum Altitude	Altitude at 265 ft/nm
KAYOH	8000	8456.09
KECES	7000	7183.51
ELB	5700	5958.66
RUGOY	4000	4002.07
LUCIG	2000	2300.00



# Test Flight

Long Beach Airport  
Multiple Track Profiles  
8/19/2006 8:52:23 PM - 8/19/2006 9:05:30 PM



# THANK YOU



Presentation to: CDA Workshop  
Name: Walter White  
Date: September 6, 2006



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Administration**





